

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Wednesday, November 16, 2016

REPORT

MORE JET SERVICE ADDED TO THE AMERICAN FLIGHT SCHEDULE AT LYH

Additional jet departures and another 63-seat CRJ-700 will be introduced in the Lynchburg market to help ring in the New Year beginning the second week in January. In all, the LYH American Eagle flight schedule will offer a total of six daily departures most days, with a full four of those flights being offered on Canadair Regional Jets, two of which will be the CRJ-700. What's more, the additional CRJ-700 will be scheduled as an 11:30 p.m. terminator which will then remain overnight to make up our first departure of the day at 5:50 a.m.

An added benefit from the upgrade to more regional jets is the prospect of a dramatic improvement in American Eagle's on-time and completion record at LYH. While the unusually dry and seasonable weather this fall has contributed to the improved performance, another factor has been PSA Airlines' generally better crew availability which avoids crew-rest issues that delay flights. In addition, PSA's CRJs tend to be newer aircraft and have experienced significantly fewer mechanical delays or cancellation compared to the Piedmont Dash 8-300s that they have replaced. I'll provide a more detailed look at American Eagle's on-time statistics as part of my report to the Commission next Monday.

PASSENGER TRAFFIC DIPS SLIGHTLY IN OCTOBER

With just one fewer actual departure in October compared to the same month last year, LYH passenger traffic finished the month down by 2.6 percent despite a 3.7 percent gain in seat capacity. A large portion of that decrease, however, can be traced to the timing of the newly introduced CRJ-700 with a 5:48 p.m. turnaround departure back to CLT that is a bit too late in the day to maximize connecting options. Consequently, the lower passenger loads contributed to a 5.3 point drop in LYH's load factor to 77.3 percent. We're hoping that the combination of continued competitive airfares combined with a second, better timed CRJ-700 starting in January will help to bring that figure up to more traditional levels.

LYH TO HOST A TSA "PRE-CHECK" SIGN-UP EVENT IN DECEMBER

I'm pleased to report that Lynchburg Regional Airport will be hosting a TSA Pre✓ sign-up event the week of December 12-16, 2016 where area travelers will be able to enroll in this popular TSA program. The application process will qualify U.S. citizens and permanent residents to be enrolled in TSA Pre✓, the expedited TSA screening program that allows air travelers to leave on their shoes, light outerwear and belt, keep their laptop in its case and their 3-1-1 compliant liquids/gels bag in a carry-on bag, all through dedicated TSA airport checkpoint screening lanes.

Travelers need only to make an appointment online (appointments are being taken now) and complete their enrollment in-person or as a walk-in. The enrollment center will be located in the airport's main terminal conference room (Commission meeting room) and will be open Monday through Wednesday (Dec. 12 to 14) from 10 a.m. to 2 p.m. and from 3 to 7 p.m., and on Thursday and Friday (Dec. 15 and 16) from 7 to 11 a.m. and noon to 4 p.m. Walk-ins also are welcome. The application fee is \$85 and is good for five years. It must be paid at the time of the appointment by credit card, money order, company check or certified/cashier's check. Cash and personal checks are not accepted. Fingerprints also are required during the in-person enrollment session.

After completing enrollment, successful applicants will receive a Known Traveler Number (KTN) via U.S. mail within a few weeks. The enrollee should enter the provided KTN in the "Known Traveler Number" field when booking airline reservations. The KTN can also be added when booking reservations online via a participating airline website, via phone call to the airline reservation center or with the travel management company making reservations. Additionally, the KTN can be entered in participating airline frequent flyer profiles, where it will be stored for future reservations.

AIRPORT AWARDS CONTRACT FOR NEW SNOW REMOVAL VEHICLE

I'm pleased to report that LYH has awarded a contract for a new multi-purpose snow removal vehicle to upgrade the airport's capabilities to remove snow from the airfield. M-B Companies offered the low bid of \$725,000 for its MB4 model of multi-purpose vehicle, which is designed for airport snow blowers, but can interchange to accommodate plows and brooms in the standard configuration featured on our existing Oshkosh vehicle. The new vehicle will provide a much needed back-up to our existing fleet in the event of a mechanical breakdown, while also making snow operations much more efficient by negating the need to change "multi-purpose" attachments as often.

NEW PFC APPLICATION TO BE SUBMITTED SHORTLY

As reported in the August *Update*, the airport's seventh Passenger Facility Charge (PFC) application has been in the works in order to supplement our other two sources of grant funds. We expect now to submit the latest application within the next month, with the following projects to be included:

1. Construct and Equip New Air Traffic Control Tower – Up to \$1 million PFC-derived revenue
2. Acquire Snow Equipment/Multi-Purpose Unit - \$400,000 PFC revenue
3. Rehabilitate Existing Taxiway Edge Lights (remaining portion) - \$200,000 PFC revenue
4. PFC Application Preparation and Administrative Fees - \$28,500 PFC revenue

I have included this item on next Monday's Commission Agenda to address any questions or comments the Commission may have about the application or its projects.

AGENDA FOR THE COMMISSION MEETING

Other than those items mentioned above for inclusion in the Commission agenda, I will also include as part of my report an air service update focusing on LYH's continued transition to more and bigger regional jets, as well as a status report on the construction schedule for the airport's new air traffic control tower. As always, if you have any questions or would like to discuss any airport issues prior to the meeting, please feel free to contact me at 455-6089.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

LYNCHBURG REGIONAL AIRPORT COMMISSION

Monday, November 21, 2016

4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. August 29, 2016 Commission Meeting Minutes
3. Lynchburg Regional Airport November 2016 Air Service Update
4. October 2016 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Director
 - A. LYH air service update and report on delays/cancellations affecting American Eagle flights at LYH
 - B. An update regarding construction of LYH's new air traffic control tower
 - C. A report with regards to LYH's next Passenger Facility Charge (PFC) application submission to FAA
 - D. A report concerning the upcoming TSA "Pre-Check" sign-up event to be held at LYH
6. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
7. Reports of airport businesses
8. Hearings of citizens upon Commission matters
9. Adjournment

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING
Monday August 29, 2016
4:00 p.m.**

PRESENT:

Bonnie Svrcek
Mike Davidson
Lynch Christian
Debra Allen
Massie Ware
Bert Dodson
Robert Day
Charles Nowlin

ABSENT:

Stuart Hobbs

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

The meeting was called to order at 4:00 p.m.

(2) APPROVAL OF August 29, 2016 CONSENT AGENDA

Mr. Bert Dodson confirmed that everyone had received the items from the consent agenda; the June 20, 2016 Commission Meeting Minutes, the September 2016 Air Service Update and the July 2016 Passenger Traffic Report and asked if there were any questions, comments or changes regarding the consent agenda items.

Mr. Dodson called for a vote and the Consent Agenda was unanimously accepted by all.

(3) A presentation by the president of Freedom Aviation at the request of the Airport Commission regarding Freedom Aviation's and the Liberty School of Aeronautics' five-year or similar long-range plans, current strategic plans and related future aeronautical activity at LYH and elsewhere.

Mr. Dave Young represented both Freedom Aviation and the Liberty School of Aeronautics and proceeded to make a presentation (see attached) that provided some background and current activities of both entities that operate at Lynchburg Regional Airport. He also provided a brief update on Liberty University's plans for New London Airport since its acquisition by Liberty earlier this year. He noted the remaining lease terms on the still-separate Freedom Aviation and Virginia Aviation leases, as well as the month-to-month nature of the fuel farm use agreement. He summarized the operational locations of Liberty's various aviation service and education locations, and concluded that it was undetermined at this time the extent to which any development or expansion of facilities by Liberty may occur at LYH in the foreseeable future. He further indicated that future growth or development plans at New London Airport were also yet to be determined or when those might be developed.

Following his presentation, discussion took place related to the affiliate flight training program and if there were any schools - independent schools -- that they were affiliated with.

Mr. Young said those affiliates are established flight training schools that have a FAA Part 141 Certificate and in most cases they are veteran approved for veteran's benefits. He said they inspect them very closely with regard to their safety record, finances, the condition of the aircraft, the qualifications of their flight instructors, their personnel, etc. He said they do the initial inspection and do another inspection every six months, and they have a monitoring system that they can monitor here at home station. The affiliate school provides the flight training on a contractual basis and LU provides the on-line academic courses needed for a four-year degree. This provides the opportunity for financial aid for the student but they are a Liberty University Student and they receive a Liberty University degree; they just do their flight training away from Lynchburg in this case. He said they were the only school in the country that is doing that.

Mr. Bob Day asked Mr. Young if there had been any conversation between Freedom and this airport regarding the appropriate response required if an accident occurs at the New London airport. Given the increase in air operations at New London, this scenario is not impossible.

Mr. Young said he thought that situation has existed here since the 1950's between New London, Brookneal, Falwell Airport, Smith Mountain Lake airports. He said Mr. Courtney could address this better, but he believed the ARFF is primarily here to support the Lynchburg Airport. He said an incident at any one of those other airports would be under the jurisdiction of the county or the city or where the airport is located. He said they had an incident a couple of years ago where an airplane ended up in the trees and it was all handled by the State Police and the Sheriff and the local Fire Department and Rescue and EMS.

Mr. Lynch Christian asked Mr. Young to clarify his statement that this airport is maxed out. He asked if Mr. Young was referring to the capability of the runways and the Tower to handle the traffic, or the capability of Freedom's facilities and if the latter, would there be any thought given to expanding here as opposed to somewhere else.

Mr. Young replied that in his opinion, he believed the runways and tower, as well as Freedom's facilities, were maxed out. He said when you talk about ground infrastructure as well as the capability to handle the airplanes in the traffic pattern, as far as thoughts for future expansion, a lot of that would come down to terms and rates and things like that but quite frankly that is why they are looking at some other opportunities because they have maxed it out.

Mr. Courtney said from the ground based accommodations for parking of aircraft, we obviously have additional ramp space that could be built, and we have existing ramp space that is underutilized. He said it is just a matter of identifying the demand and the need and then putting that into our capital plan to build those additional parking aprons. He said he thought Mr. Young would agree that the biggest issues that we seem to have is the traffic pattern, meaning air traffic constraints that they have as well as the practice areas. He said he thought they were pretty much maxed out on the practice areas too.

Mr. Young said they have the capability to expand practice areas because they had one layer and then two layers. ???

Mr. Courtney asked Mr. Young if he would say that the traffic pattern probably becomes one of the biggest issues.

Mr. Young replied yes, the airport traffic patterns were one of the biggest issues and described an illustrative scenario.

_____ said so we are not talking about the staffing of the Tower so much as just.....

Mr. Young said no, you could add 10 controllers to the Tower and it would not make any difference.

Mr. Courtney said before Liberty grew so much with the School of Aeronautics program there was one controller in the Tower that did both ground control and local control. When the School of Aeronautics is operating, the Tower adds a dedicated ground controller and separate local controller during the busy periods of the day.

Mr. Young said they fly six days a week and on Sunday afternoons but they fly six days a week from 6:00 in the morning until 10:30 at night.

Mr. Courtney said we have had some issues due to the noise associated with the repetitive nature of students flying in the pattern, but there is only so much you can do about that.

Mrs. Debby Allen asked if Mr. Young if he had any idea when they were going to firm up the expansion ideas with regard to New London.

Mr. Young said that they had met with several of the Campbell County Administrators and with Economic Development and several of the members of the Board of Supervisors and they are aware that Freedom Aviation is just not that far along with their plans, but they have been working very closely with the County who will be part of any development plans.

(4) REPORT OF THE AIRPORT DIRECTOR

Mr. Mark Courtney said we were very fortunate to get a lot of very positive press on the upgrading of our jet service, as well as from social media via the airport's Facebook page, and also from our local air travelers.

He said the aircraft you are seeing here is the CRJ-700 series which is the essentially a stretch version of the CRJ-200, 50-seat Regional Jet.

He said after Delta left at the beginning of 2011, US Airways at the time stepped up to the plate and started offering a regional jet service. He said we settled in at about six daily departures, with three jets and three Dash 8-300s, both of which are 50 seat airplanes. He said the Dash 8's were 50 seats at the time but they have actually pulled them down to 48 seats now.

Mr. Courtney said that American Airlines has indicated that it is their desire to gradually introduce more jets here but we may see fewer frequencies as the aircraft get larger. He said he had really been reinforcing that we need to maintain at least 300 daily departure seats, and we can fill up around 80% of our seats on average. He said we have been told that we are one of the top performers among airports in our class and our size.

He said that American Airlines was watching to see how the CR7 performs. He said it was not going to be quite as strong outbound as it is inbound but that American understands this, and with the two additional CRJ-200s bringing our jet and Dash 8-300 mix to three of each, we should be able to see our loads start to build again and our fares remain competitive.

Mr. Courtney told about a gentleman who had called him to say he was very excited that Lynchburg had jets again. The caller would only fly on jets, and although he does business regularly with Liberty University, he was having to fly in and out of Roanoke. He said he was quite pleased that he could now fly in and out of Lynchburg on a jet.

Mr. Courtney said of course we want to get another destination, and that may come, but we have to remember that having upgraded and more jet service and larger jet equipment with six daily departures to Charlotte – a huge hub with 145 non-stop destinations out of there with 650 daily departures - that is good service when you think in terms of connectivity. He went on to further detail and discuss the issue. There followed additional discussion.

A. LYH air service update and report on delays/cancellations affecting Piedmont Airline's flight operations out of LYH

Mr. Courtney said for much of 2016 we have been experiencing cancellations, delays and problems with Piedmont's Dash 8 fleet. He gave an update on flight performance by American Eagle in our market and how we compare with Roanoke and Charlottesville. In August Lynchburg's on-time percentage dropped to 75.9%; not far from the others but still below the other two airports. He said we actually got to the point that of last Monday, August 22nd only two of our flights were actually operating on time. Mr. Courtney said he sent an email to his contact, the Managing Director for Domestic Planning at American and brought it to his attention. Mr. Courtney was provided assurance was it is going to get better with the jets. He went on to further discuss the issue.

B. An update regarding construction of LYH's new air traffic control tower

Mr. Courtney said if anyone had been by the air traffic control tower you could see that is a lot of work going on but nothing has started to be erected yet. All the work being done is for the site and foundation work. He went on to further discuss the issue. There ensued a general discussion.

(5) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members.

Mr. Dodson asked if there were any questions, comments or inquiries.

Mr. Massie Ware said he had one, he asked if there had been any update on the Governor's incentive, the Transportation Incentive.

Mr. Courtney said yes, there had. He said he had just gotten back from the Virginia Aviation Conference and his understanding was that MWAA, the Metropolitan Washington Airport Authority, had negotiated a lease with the property managers at United Airlines and it was going to be presented to the United Board next month. He said the whole thing hinges on the United Board agreeing to that new agreement. He said it was a seven-year agreement. He went on to elaborate on the issue.

(6) REPORTS OF AIRPORT BUSINESSES

Mr. Dodson asked if there were any reports of airport businesses.

There were none.

(7) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

Mr. Dodson asked if there were any questions or comments from the citizens present.

There were none.

Mr. Dodson said we have someone from the press today. He then asked if she wanted to be recognized and she introduced herself as Margaret Carmel, Business Reporter for the News & Advance.

(8) ADJOURNMENT

There being no further business, the meeting was adjourned.

Freedom Aviation & Liberty School of Aeronautics



Operational Locations

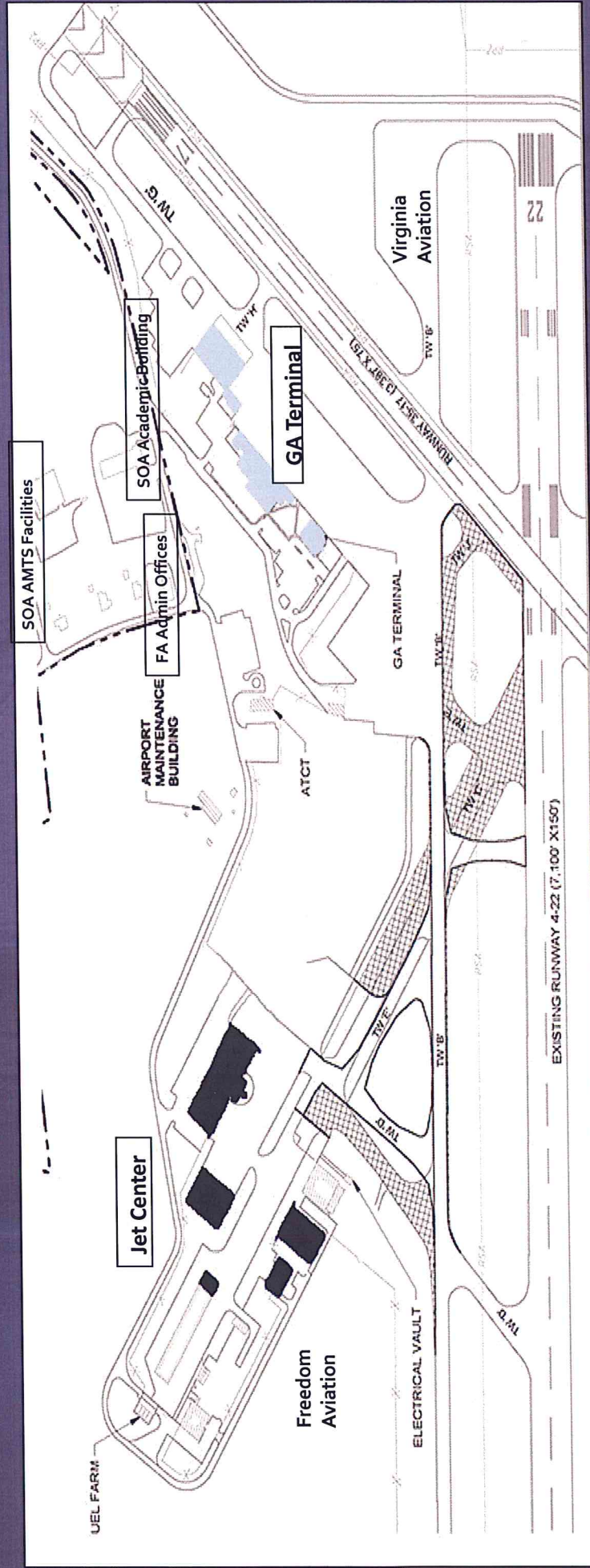
- Lynchburg
 - Airport
 - Adjacent to Airport
- Flight Training Affiliates (FTA's)
 - 44 in U.S.
 - 600 Students
- Newport News
 - Flight Training – 100 Students
 - Maintenance
- Ft Pickett – UAS
- New London Airport



Agreements - KLYH

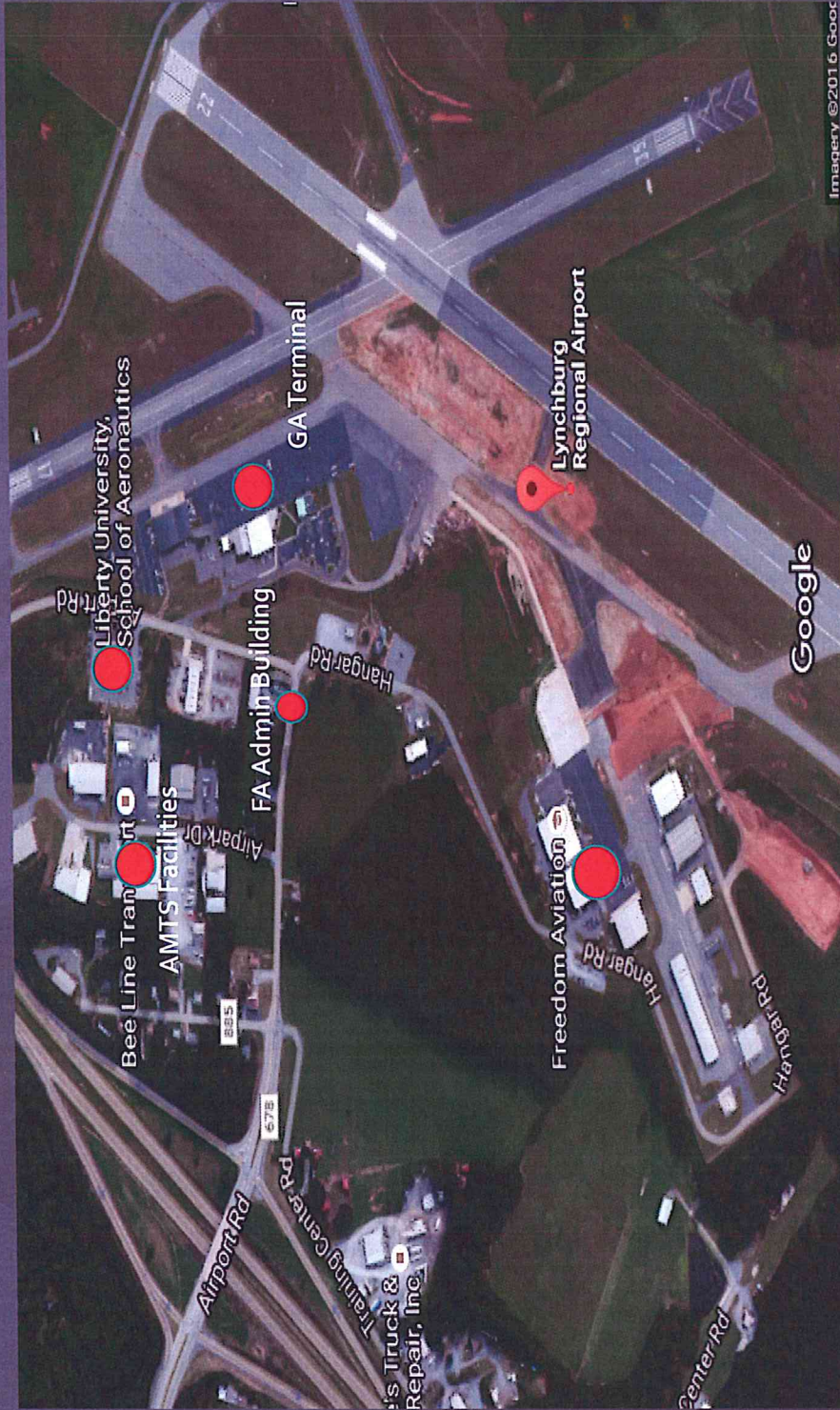
- Franchise Agreement
 - June 2027
 - Freedom Aviation Facilities
- Lease
 - June 2018
 - "Virginia Aviation" Facilities
- Fuel – 30 Day Month – To – Month



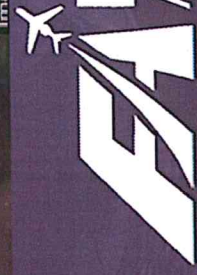


Airport Facilities: Lynchburg

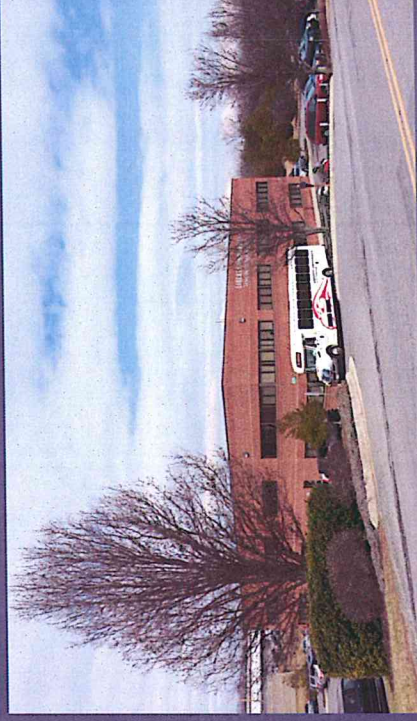




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SOA



FA FREEDOM AVIATION

New London



FA FREEDOM
AVIATION

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2016

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LYNCHBURG REGIONAL AIRPORT TRAFFIC STATISTICS FOR OCTOBER 2016

OCTOBER	PIEDMONT				AIR WISCONSIN				PSA				TOTALS			
	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor
Aircraft Type																
RJP(CRJ-200)	13	650											13	650		
DHC-8-300	123	5,904											123	5,904		
DHC-8	2	70											2	70		
CR7	29	1,827								-			29	1,827		
CR9	1	76			0	-			-	-	0		1	76		
Total	168	8,527	6,589	77.3%	-	-	-	#####	-	-	0	#DIV/0!	168	8,527	6,589	77.3%

Year-to-Date	PIEDMONT				AIR WISCONSIN				PSA				TOTALS			
	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor
RJP(CRJ-200)	61	3,050											61	3,050		
DHC-8-300	1,489	71,472											1,489	71,472		
DHC-8	46	1,610							#REF!				46	1,610		
CR7	56	3,528							8	504			64	4,032		
CR9	2	152			0	-			3	228	0		5	380		
Total	1,537	79,812	62,731	78.6%	-	-	-	#####	-	-		#DIV/0!	1,665	80,544	62,731	77.9%

Lynchburg Regional Airport Commission

Effective November 2016

AIR SERVICE UPDATE

Summary The number of daily departure seats on Thursdays, Fridays and Sundays is 307; the other days the number of daily departure seats is 257. On the days with five flights, the 50-seater CRJ-200 is not operating.

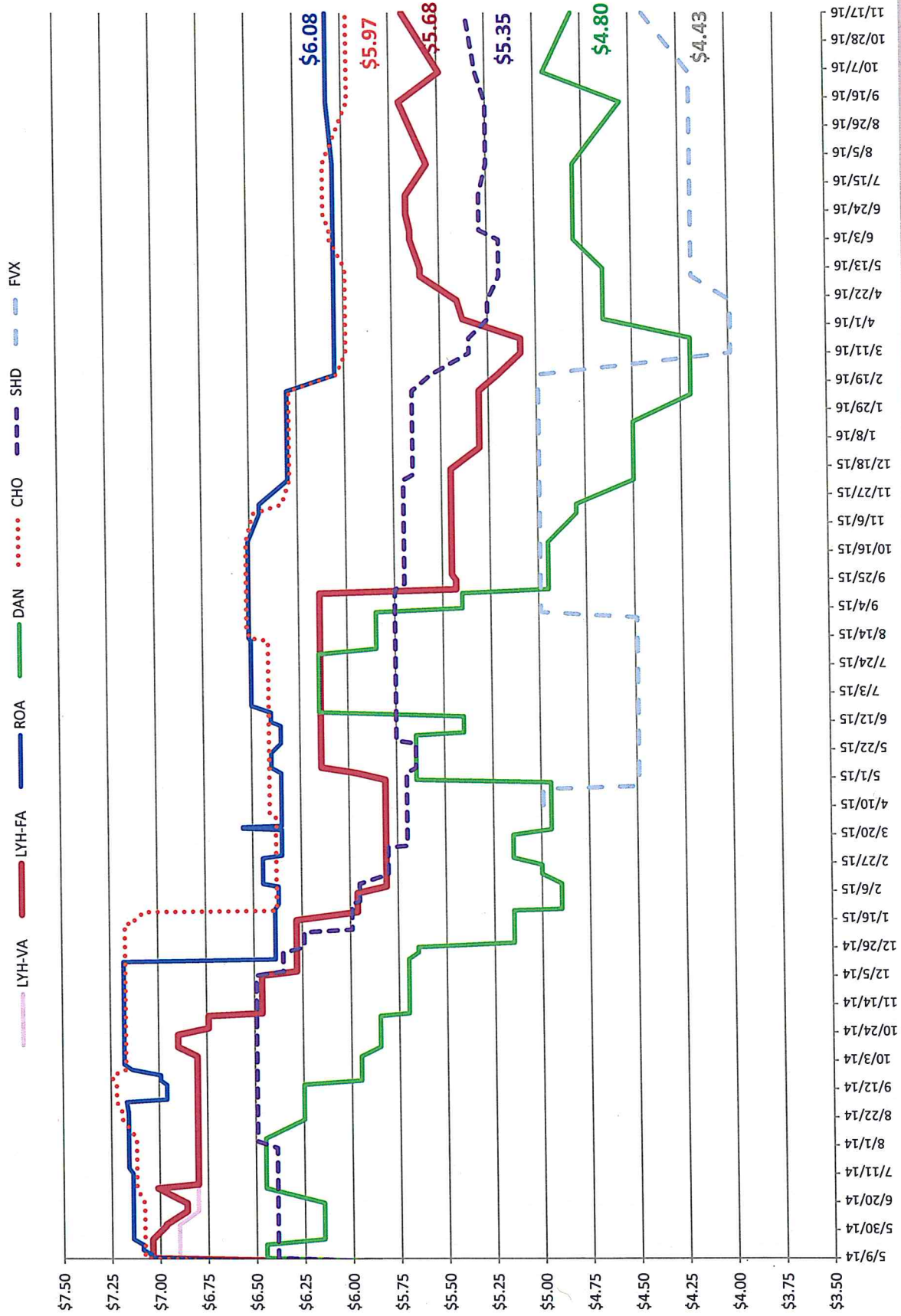
Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	American Airlines	Charlotte	6 / 5	307 / 257	DH3/CRJ/CR7
AIRPORT TOTAL:			6 / 5	307 / 257	

American Airlines During the month of November, there were six departures on Thursdays, Fridays and Sundays featuring two CRJ-200s, one CR7 and three DH3s. There were five departures the other days.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
	Charlotte	6	6 (Th, F, Su)
	Charlotte	5	5 (M, T, W, Sa)

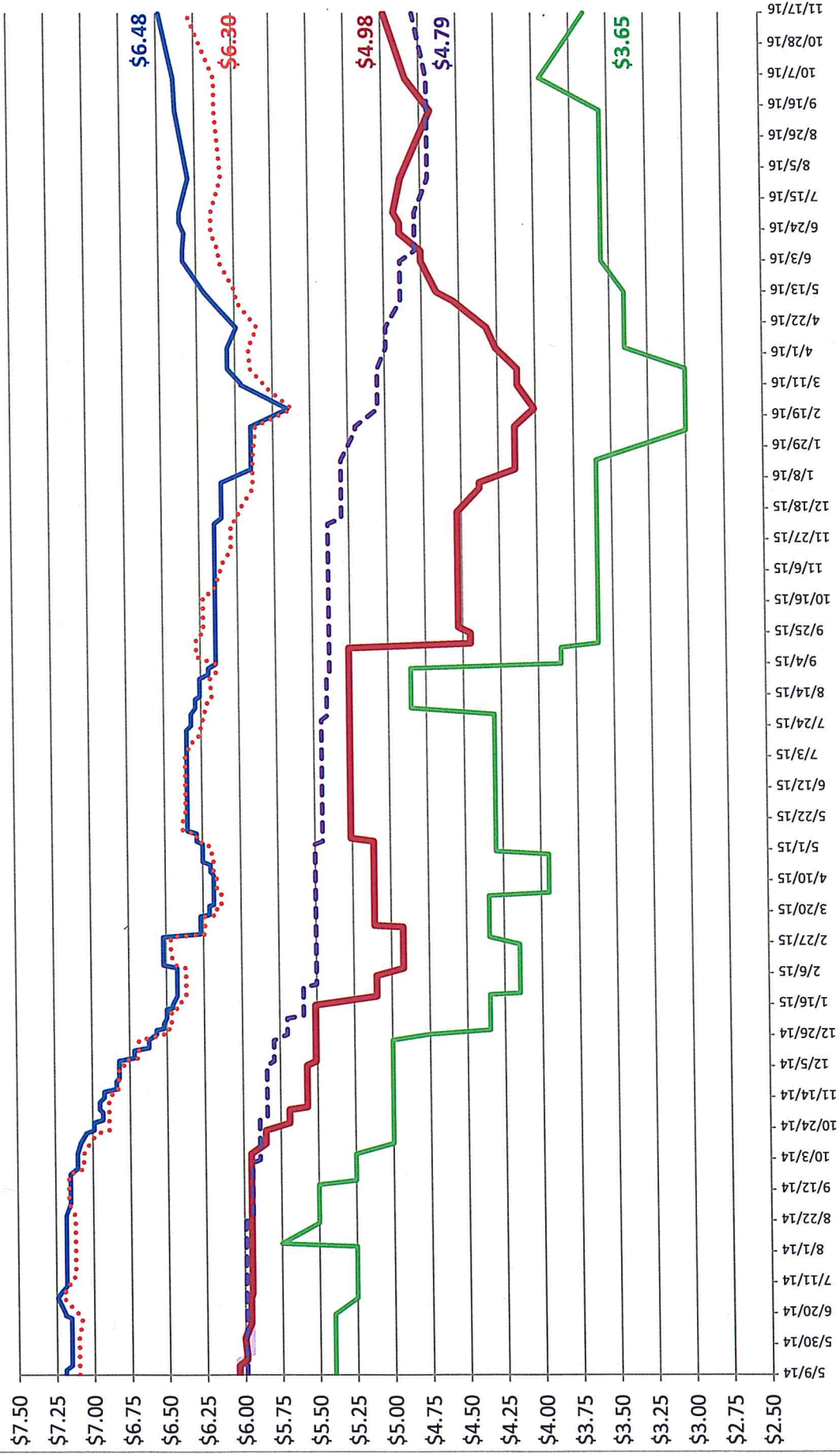
Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8-100	0
	DH3 Dash 8-300	3
	CRJ CRJ-200	2
	CR7 CRJ-700	1

100LL Fuel (through November 17, 2016)



Jet A Fuel (through November 17, 2016)

LYH-VA LYH-FA ROA DAN CHO SHD



Lynchburg Regional Airport (LYH), PFC Application Number: 2017-07-C-2017

Project Description:

Construct and Equip ATCT - \$1,000,000 PFC Revenue

Project Description: The PFC funds will construct a useable unit of work for the project to construct a replacement Airport Traffic Control Tower (ATCT) for LYH. The PFC funds will be assigned to fund the ATCT cab structure construction, mandatory equipment list and associated construction inspection and administration.

Funding Plan: See attached project list and funding summary.

Acquire Snow Equipment, Multi-Purpose Unit - \$400,000 PFC revenue

Project Description: The project will acquire a multi-purpose snow removal vehicle with blower, displacement plow and broom attachments. The snow removal equipment is a replacement vehicle in accordance with the FAA-approved snow removal plan.

Funding Plan: See attached project list and funding summary.

Rehabilitate Existing Taxiway Edge Lights - \$200,000 PFC revenue

Project Description: The project will replace the existing incandescent medium intensity taxiway light (MITL) fixtures and taxiway signs with Light Emitting Diode (LED) fixtures. The LED fixtures will be installed on existing light base cans, foundations and utilize the existing conduits. In addition, the project will replace power regulators and equipment inside the airfield electrical vault that is at the end of its life. The project includes design, construction and construction management.

See attached sketch of the taxiways where the lights will be rehabilitated.

Funding Plan: See attached project list and funding summary. (PFC funding participation is only requested for approximately 20% of the total estimated project costs.)

PFC Application Preparation and Administrative Fees - \$28,500 PFC revenue

Project Description: This project will fund the preparation of the PFC application documents by the airport's consultant.

Funding Plan: See attached project list and funding summary.

TSA Pre✓ Application Program

The TSA Pre✓® application program allows eligible travelers the opportunity to receive expedited screening at more than 180 participating U.S. airports while traveling on 19 participating airlines.

How to Apply

Step 1: Visit tsa.gov to learn more about the TSA Pre✓® application program. You can pre-enroll and make an appointment online or walk-in at an application center to apply.

Step 2: To apply for TSA Pre✓®, travelers must go in person to an application center to provide required information, documentation and fingerprints.

Step 3: Applicants pay a non-refundable \$85 fee to cover the cost of background checks.

Step 4: Applicants will receive a written notice via U.S. mail within two to three weeks. If eligible, a known traveler number will be provided.

Step 5: Travelers with a known traveler number begin to enjoy expedited screening at participating airports nationwide.

Step 6: Add the known traveler number to each participating airline profile or provide it when making air travel reservations. The name used when applying for TSA Pre✓® must match the name used when booking travel.

Application Centers

There are more than 380 TSA Pre✓® application centers nationwide, including the following airport locations:

Arizona

Phoenix (PHX)

Arkansas

Little Rock (LIT)

California

Los Angeles (LAX)

Sacramento (SMF)

Santa Ana (SNA)

San Francisco (SFO)

Colorado

Denver (DEN)

Connecticut

Windsor Locks (BDL)

Florida

Daytona (DAB)

Fort Myers (RSW)

Miami (MIA)

Orlando (MCO)

Palm Beach (PBI)

Tampa (TPA)

Georgia

Atlanta (ATL)

Hawaii

Honolulu (HNL)

Illinois

Chicago (MDW, ORD)

Indiana

Indianapolis (IND)

Kentucky

Hebron (CVG)

Maryland

Baltimore (BWI)

Massachusetts

Boston Logan (BOS)

Michigan

Detroit (DTW)

Minnesota

Minneapolis-

Saint Paul (MSP)

Rochester (RST)

Missouri

St. Louis (STL)

Nevada

Las Vegas (LAS)

New York

East Elmhurst (LGA)

Jamaica (JFK)

Syracuse (SYR)

North Carolina

Charlotte (CLT)

Raleigh-Durham (RDU)

Ohio

Cleveland (CLE)

Pennsylvania

Pittsburgh (PIT)

Tennessee

Memphis (MEM)

Nashville (BNA)

Texas

Dallas (DFW)

Houston (HOU, IAH)

Utah

Salt Lake City (SLC)

Virginia

Arlington (DCA)

Dulles (IAD)

Richmond (RIC)

Washington

Spokane (GEG)

There are over 300 off airport locations. To find the location nearest you, visit tsa.gov/precheck

Why join?

- Travel with confidence and enjoy a more predictable experience.
- It's a convenient, more efficient security screening process.

No need to remove

- Shoes
- Belts
- 3-1-1 compliant bag
- Light jacket/outerwear
- Laptop from bag



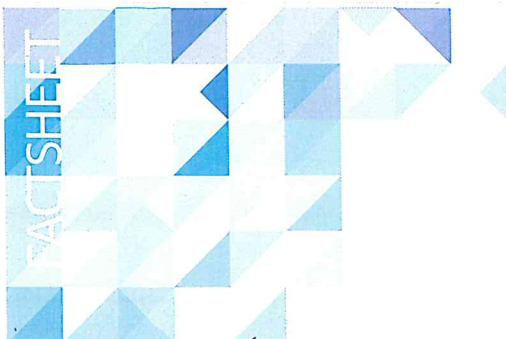
How It Works

A TSA Pre✓® indicator may be on the boarding pass when a traveler is eligible for expedited screening on a particular trip.



Transportation
Security
Administration

Tel: 571-227-2829 / tsamedia@tsa.dhs.gov / visit tsa.gov



About TSA Pre✓®

TSA Pre✓® is an expedited screening program that makes risk assessments about passengers prior to their arrival at an airport checkpoint. TSA Pre✓® enhances aviation security and provides a better travel experience. The program has expanded to more than 180 airports across the country and millions of passengers have enjoyed the benefits of this program since its inception.

TSA Pre✓® is a component of TSA's intelligence-driven, risk-based security approach used to provide the most effective security in the most efficient way.

Who is Eligible?

Eligible TSA Pre✓® travelers include:

- U.S. citizens and lawful permanent residents enrolled in TSA Pre✓®.
- Members of Global Entry.
- U.S. citizens and lawful permanent residents who are members of SENTRI.
- U.S. citizens, lawful permanent residents and Canadian citizens who are members of NEXUS.
- Members of the U.S. Armed Forces including those serving in the National Guard and reserves as well as government employees from select agencies.
- Cadets and midshipmen of the U.S. Military Academy, Naval Academy, Coast Guard Academy, Air Force Academy and Merchant Marine Academy.
- Passengers 12 and younger traveling with an eligible passenger.
- Passengers who are selected using existing Secure Flight system requirements while traveling on participating airlines.

Eligible passengers flying both domestically and outbound internationally from participating airports, as well as passengers with connecting domestic flights who arrive in the United States on an international flight, may use the TSA Pre✓® lanes when going through the screening process.

Although these passengers are eligible for TSA Pre✓® benefits, TSA incorporates random and unpredictable security measures throughout the airport and no individual is guaranteed expedited screening.

TSA Pre✓® Application Program

U.S. citizens and lawful permanent residents can apply for TSA Pre✓® expedited screening benefits for a fee of \$85, which is valid for five years. To apply for TSA Pre✓® or find a participating airport, visit tsa.gov.

Screening Benefits

Travelers are not required to remove:

- Shoes
- Belts
- 3-1-1 compliant bag
- Light jacket/outerwear
- Laptop from bag

How It Works

Participating airlines will print TSA Pre✓® indicator on the boarding pass. Look for the indicator on the pass and dedicated TSA Pre✓® screening lanes at participating airports.

EXAMPLE BOARDING PASS					
TSA PRECHK					
Last Name / First Name / Middle					
Departure City to Arrival City					
FLIGHT 123	GATE	BOARD TIME	SEAT	GROUP	
ABC-EFG	4	10:15 AM	15B	B	
Monday, March 9, 2015		Departure: 10:00 AM Arrival: 1:10 PM			

Participating Airlines

Aeromexico
Air Canada
Alaska Airlines
Allegiant Airlines
American Airlines
Cape Air
Delta Air Lines
Etihad Airways
Frontier Airlines
Hawaiian Airlines
JetBlue Airways
Lufthansa
OneJet
Seaborne Airlines
Southwest Airlines
Sun Country Airlines
United Airlines
Virgin America
WestJet





Income Statement

Through 10/31/16
Summary Listing

Classification

Fund Category Proprietary Funds
Fund Type Enterprise Funds
Fund 4030 - Regional Airport Fund
Revenue from Use of Money and Property
Revenue from Use of Money
Interest on Investments

Revenue from Use of Property
Airport Terminal Rentals
Airport Common Area Rentals
Rental Car Rental Fees
Airport Concession Rentals and Commissions
Airport Hangar Rental
Fixed Based Operator Rentals
Rental of Airport Real Property
Other Airport Bldg Rent Income

Charges for Services
Airport Operations
Landing Fees
Rental Car Customer Facility Charge
Airport Utility Usage Charges

Miscellaneous Revenue
Miscellaneous
Other Miscellaneous Revenue

State Categorical Aid
State Cat Aid - Discretionary

Federal Direct Categorical Aid
Federal Direct Cat Aid-Discretionary

Operating Transfers In
Transfer From Enterprise Fund
Transfer From Passenger Facility Fund

	Budget Amount	Annual	MTD	Actual Amount	YTD	Budget Less	% of	Prior Year
							Budget	YTD Total
Revenue from Use of Money Totals	1,500.00	553.98	2,019.70	(519.70)	135	616.34		
	\$1,500.00	\$553.98	\$2,019.70	(\$519.70)	135%	\$616.34		
Revenue from Use of Property	114,569.00	9,696.03	33,681.84	80,887.16	29	33,236.01		
Revenue from Use of Property Totals	108,858.00	9,071.50	36,286.00	72,572.00	33	36,286.00		
	61,000.00	2,779.50	17,222.68	43,777.32	28	20,867.00		
Revenue from Use of Property Totals	1,043,500.00	84,873.67	372,834.59	670,665.41	36	378,564.93		
	338,900.00	27,440.94	115,503.76	223,396.24	34	87,157.32		
	347,857.00	35,485.16	126,136.02	221,720.98	36	102,366.82		
	36,100.00	75.00	1,800.00	34,300.00	5	2,300.00		
	10,000.00	.00	10,097.76	(97.76)	101	9,756.33		
Revenue from Use of Property Totals	\$2,060,784.00	\$169,421.80	\$713,562.65	\$1,347,221.35	35%	\$670,534.41		
Revenue from Use of Money and Property Totals	\$2,062,284.00	\$169,975.78	\$715,582.35	\$1,346,701.65	35%	\$671,150.75		
Charges for Services	96,000.00	9,140.21	34,821.68	61,178.32	36	31,404.23		
Charges for Services Totals	165,000.00	15,662.00	67,724.00	97,276.00	41	59,446.00		
	20,000.00	2,793.41	6,315.23	13,684.77	32	6,244.42		
Airport Operations Totals	\$281,000.00	\$27,595.62	\$108,860.91	\$172,139.09	39%	\$97,094.65		
Charges for Services Totals	\$281,000.00	\$27,595.62	\$108,860.91	\$172,139.09	39%	\$97,094.65		
Miscellaneous Revenue	2,500.00	9,264.02	54,199.08	(51,699.08)	2,168	4,101.80		
Miscellaneous Totals	\$2,500.00	\$9,264.02	\$54,199.08	(\$51,699.08)	2,168%	\$4,101.80		
Miscellaneous Revenue Totals	\$2,500.00	\$9,264.02	\$54,199.08	(\$51,699.08)	2,168%	\$4,101.80		
State Categorical Aid	45,000.00	.00	.00	45,000.00	0	.00		
State Cat Aid - Discretionary	\$45,000.00	\$0.00	\$0.00	\$45,000.00	0%	\$0.00		
Federal Direct Categorical Aid	107,500.00	18,040.00	18,040.00	89,460.00	17	18,380.00		
Federal Direct Cat Aid-Discretionary	\$107,500.00	\$18,040.00	\$18,040.00	\$89,460.00	17%	\$18,380.00		
Operating Transfers In	3,000.00	.00	.00	3,000.00	0	.00		
Transfer From Enterprise Fund								
Transfer From Passenger Facility Fund								



Income Statement

Through 10/31/16
Summary Listing

Classification

Fund Category Proprietary Funds
Fund Type Enterprise Funds
Fund 4030 - Regional Airport Fund
Operating Transfers In

Transfer From Enterprise Fund
Transfer From Airport Grant Fund

Budget Designation
Budget Allocation for Designations

Salaries

Fringes and Benefits

Group Life Insurance

VA Retirement System Contribution

VRS Hybrid-Virginia Local Disability Plan (VLDP)

Employer's FICA Contribution

Worker's Compensation Claims

Group Hospitalization/Dental

Unemployment Compensation

Contractual Services

Maintenance & Repair Services

Professional Services

Advertising and Public Relations Services

Miscellaneous Contractual Services

Internal Service Charges

Fleet Services Charges

Other Charges

Supplies and Materials

Utilities

Travel and Training

Communications Charges

Telecommunications Charges

Postage and Mailing Services

Classification	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	Budget Less YTD Actual	% of Budget	Prior Year YTD Total
Transfer From Enterprise Fund Totals	63,750.00	.00	.00	63,750.00	0	.00
Operating Transfers In Totals	\$66,750.00	\$0.00	\$0.00	\$66,750.00	0%	\$0.00
	\$66,750.00	\$0.00	\$0.00	\$66,750.00	0%	\$0.00
Budget Designation Totals	289,876.00	.00	.00	289,876.00	0	.00
	\$289,876.00	\$0.00	\$0.00	\$289,876.00	0%	\$0.00
	763,420.00	58,684.65	235,567.13	527,852.87	31	237,013.15
Salaries	7,659.00	643.00	2,237.21	5,421.79	29	2,021.78
Fringes and Benefits	112,174.00	9,207.48	32,449.23	79,724.77	29	35,340.06
Group Life Insurance	581.00	49.78	187.67	393.33	32	143.12
VA Retirement System Contribution	58,404.00	4,292.96	17,304.86	41,099.14	30	17,412.32
VRS Hybrid-Virginia Local Disability Plan (VLDP)	1,848.00	.00	.00	1,848.00	0	.00
Employer's FICA Contribution	126,416.00	6,888.00	29,321.77	97,094.23	23	29,949.00
Worker's Compensation Claims	1,000.00	.00	.00	1,000.00	0	.00
Group Hospitalization/Dental	\$308,082.00	\$21,081.22	\$81,500.74	\$226,581.26	26%	\$84,866.28
Unemployment Compensation	415,908.96	108,643.66	217,925.71	197,983.25	52	150,112.22
Contractual Services	17,978.00	2,920.00	8,092.00	9,886.00	45	8,160.00
Maintenance & Repair Services	50,100.00	11,427.50	18,842.50	31,257.50	38	13,906.10
Professional Services	332,632.14	31,668.39	108,841.48	223,790.66	33	108,516.10
Advertising and Public Relations Services	\$816,619.10	\$154,659.55	\$353,701.69	\$462,917.41	43%	\$280,694.42
Miscellaneous Contractual Services	17,360.00	573.00	4,099.66	13,260.34	24	2,470.23
Contractual Services Totals	\$17,360.00	\$573.00	\$4,099.66	\$13,260.34	24%	\$2,470.23
Internal Service Charges	119,300.00	15,374.86	43,563.62	75,736.38	37	31,767.54
Fleet Services Charges	235,000.00	20,800.67	55,769.04	179,230.96	24	49,614.57
Other Charges	6,950.00	153.98	566.82	6,383.18	8	1,136.79
Supplies and Materials	7,200.00	565.50	2,132.78	5,067.22	30	2,147.57
Utilities	750.00	158.93	457.68	292.32	61	259.18
Travel and Training	\$7,950.00	\$724.43	\$2,590.46	\$5,359.54	33%	\$2,406.75
Communications Charges						
Telecommunications Charges						
Postage and Mailing Services						



Income Statement

Through 10/31/16
Summary Listing

Classification

Fund Category Proprietary Funds
Fund Type Enterprise Funds
Fund 4030 - Regional Airport Fund
Other Charges

Payments To Other Funds
Payments for Services

Miscellaneous Other Charges
Miscellaneous Expenses

Rentals and Leases
Capital Outlay
Capital Outlay - Purchases

Debt Service
Debt - Principal
Serial Bond Principal

Debt - Interest
Serial Bond Interest

Debt Service Charge

Operating Transfers Out
Transfer To Enterprise Fund
Transfer To Airport Grant Fund

Budget Designation
Budget Allocation for Designations

Fund 4030 - Regional Airport Fund Totals
REVENUE TOTALS
EXPENSE TOTALS
Fund 4030 - Regional Airport Fund Net Gain (Loss)

Fund Type Enterprise Funds Totals

	Annual Budget Amount	MTD Actual Amount	YTD Actual Amount	Budget Less YTD Actual	% of Budget	Prior Year YTD Total
Payments To Other Funds Totals	159,108.00 \$159,108.00	.00 \$0.00	39,442.50 \$39,442.50	119,665.50 \$119,665.50	25 25%	51,751.00 \$51,751.00
Miscellaneous Other Charges Totals	9,400.00 \$9,400.00	2,717.66 \$2,717.66	3,366.66 \$3,366.66	6,033.34 \$6,033.34	36 36%	2,910.20 \$2,910.20
Other Charges Totals	\$537,708.00 5,500.00	\$39,771.60 .00	\$145,299.10 5,634.09	\$392,408.90 (134.09)	27% 102	\$139,586.85 5,241.00
Capital Outlay Totals	1,250.00 \$1,250.00	.00 \$0.00	.00 \$0.00	1,250.00 \$1,250.00	0 0%	.00 \$0.00
Debt - Principal Totals	100,886.00 \$100,886.00	.00 \$0.00	.00 \$0.00	100,886.00 \$100,886.00	0 0%	.00 \$0.00
Debt - Interest Totals	24,963.00 \$24,963.00	.00 \$0.00	376.40 \$376.40	24,586.60 \$24,586.60	2 2%	513.29 \$513.29
Debt Service Totals	290.00 \$126,139.00	.00 \$0.00	.00 \$376.40	290.00 \$125,762.60	0 0%	.00 \$513.29
Transfer To Enterprise Fund Totals	10,000.00 \$10,000.00	.00 \$0.00	.00 \$0.00	10,000.00 \$10,000.00	0 0%	.00 \$0.00
Operating Transfers Out Totals	\$10,000.00	\$0.00	\$0.00	\$10,000.00	0%	\$0.00
Budget Designation Totals	429,201.00 \$429,201.00	.00 \$0.00	.00 \$0.00	429,201.00 \$429,201.00	0 0%	.00 \$0.00
Fund 4030 - Regional Airport Fund Totals	2,854,910.00 3,015,279.10 (\$160,369.10)	224,875.42 274,770.02 (\$49,894.60)	896,682.34 826,178.81 \$70,503.53	1,958,227.66 2,189,100.29 \$230,872.63	31% 27% (44%)	790,727.20 750,385.22 \$40,341.98